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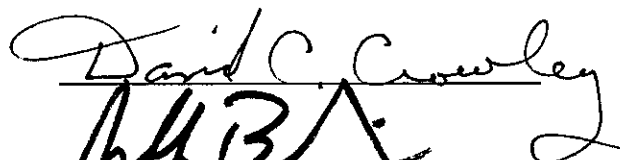
MOTION

For the purpose of responding to requests from the Mt. Washington community – its community council and residents – and assessing the feasibility of implementing traffic calming measures for Beechmont Avenue:

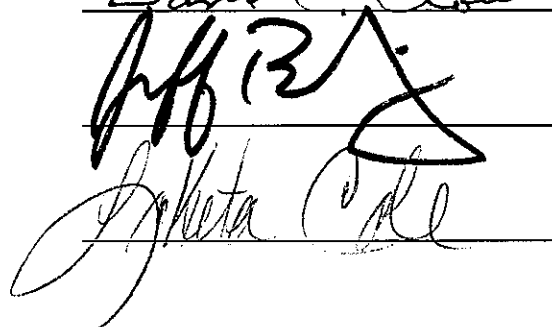
We move that the administration provide to Council a timeline and a budget for implementation of traffic calming measures along Beechmont Avenue from the City corporation line near Elstun Road to the corporation line near Burney Lane. Such measures could include: landscaped medians, crosswalks, dedicated bicycle lanes, traffic signals, on-street parking, reduced target speeds, and the application of roundabouts. The administration shall provide Council with a timeline and budget for implementing these improvements over the next five biennial budgets.

We further move that the administration provide to Council a timeline and a budget that prioritizes implementation of traffic calming measures, including on-street parking and reduced speeds, in the Mt. Washington business district. The administration shall provide estimates for inclusion of these measures in the 2009/2010 budget.


Roxanne Qualls, Councilmember







STATEMENT

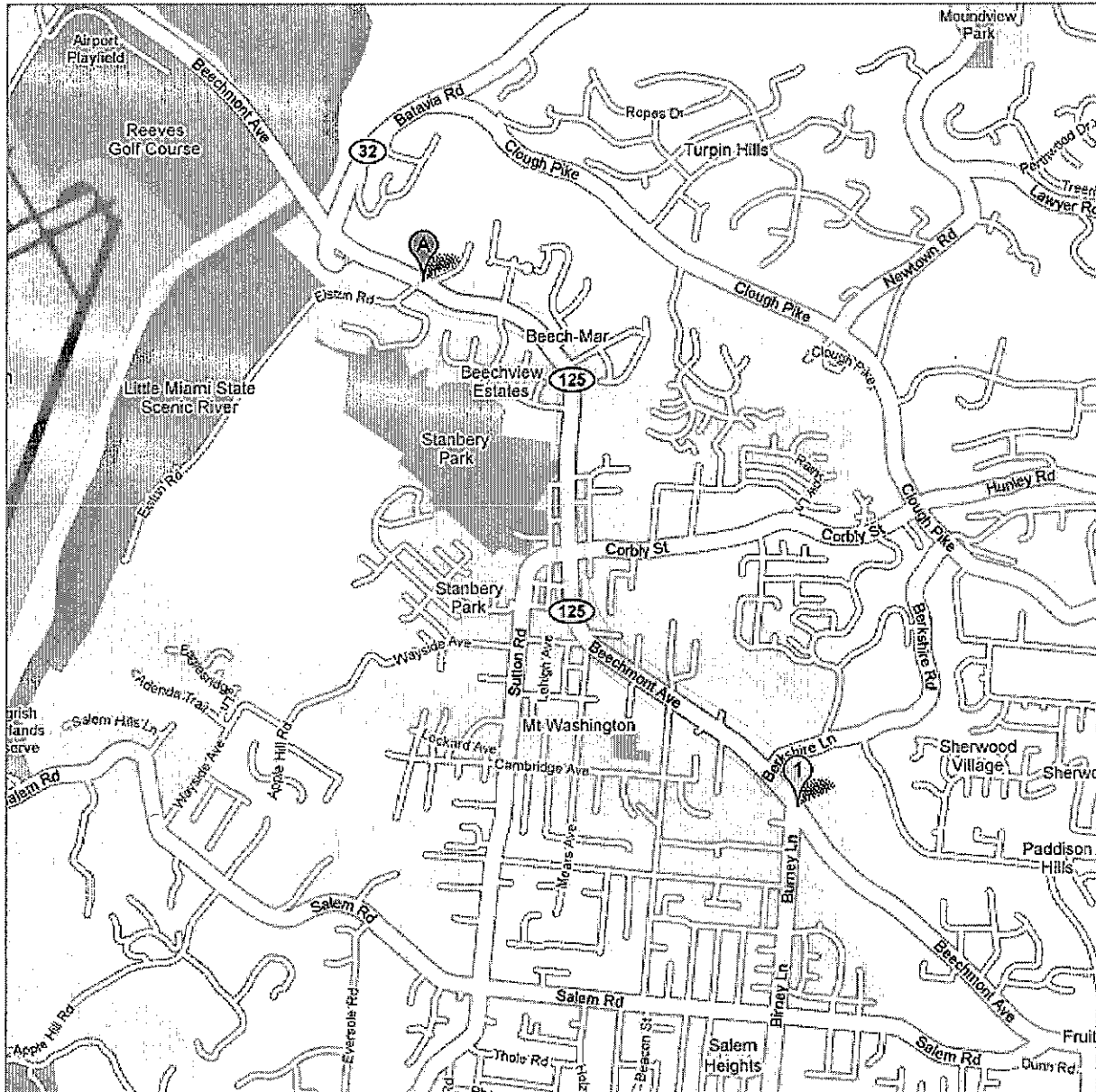
The residents of Mt. Washington are working to build a strong, vibrant neighborhood, foster a climate for business and economic development, and create the infrastructure that enhances the quality of life in their neighborhood.

The 2004 widening of Beechmont Avenue has resulted in greatly increased automobile speed and decreased pedestrian safety in the Mt. Washington business district and the residential



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portions of the road. The walkability of the district has decreased as the traffic through the district to Anderson Township has increased, creating unsafe conditions for pedestrians because of the increased lane width and lack of traffic control measures.

The Mt. Washington Community Council has requested the City's help in making traffic-calming improvements to Beechmont Avenue that restore and protect a pedestrian-friendly business district for the neighborhood.

The Mt. Washington Comprehensive Plan includes recommendations to enhance walkability in the business district, and to enhance the quality of the residential uses along the Beechmont Corridor. Traffic calming would enhance the pedestrian-friendly elements in the southern half of the business district, and create a pedestrian-friendly environment in the northern half of the business district. The need for a traffic calming plan is further supported by the presence of three elementary schools and a large population of elderly residents.

The Beechmont Avenue widening was funded with state money and designed using state standards. Although the City did not ask for design exceptions to the state standards, the City has the ability to make improvements, using City funds, including landscaped medians, crosswalks, dedicated bicycle lanes, traffic signals, and onstreet parking. These traffic-calming improvements will result in a safer, more efficient roadway that provides access and mobility for pedestrians, bicycles and transit users as well as motorists, improves the livability and quality of life for residents and shoppers, and supports efforts to create a vibrant residential neighborhood and robust business district.



The Mt. Washington Community Council

August 27, 2008

Councilmember Roxanne Qualls
801 Plum Street, Room 346 A
Cincinnati, Ohio 45202-1979

Councilmember Qualls:

Kindly allow this correspondence to indicate that the Mt. Washington Community Council formally requests the City of Cincinnati to investigate and implement traffic calming measures along Beechmont Avenue from the City Corporation Line near Elstun Road to the Corporation Line near Burney Lane. Desired traffic calming measures could include landscaped medians, crosswalks, dedicated bicycle lanes, traffic signals, and on-street parking. We feel these measures would greatly improve the appearance and functionality of the residential portions of Beechmont Avenue, enhance the existing pedestrian friendly elements in the southern half of our business district, and expand this pedestrian friendly environment to the northern half of the business district, north of Corbly Street and south of Crestview Place.

In 2004, the Ohio Department of Transportation widened Beechmont Avenue from Elstun Road to Corbly Street. While these improvements were necessary to eliminate the dangerous alternating traffic lane on this stretch of Beechmont Avenue and to improve the intersection of Beechmont and Corbly, the increased lane width and lack of traffic control measures have greatly increased speed and decreased pedestrian safety. Traffic now travels at speeds that exceed the posted speed limits. It is very difficult and dangerous for pedestrians to travel the corridor due to the unlimited left turn opportunities, limited crosswalks and traffic lights, and limited sidewalk widths in several locations.

Improvements to Beechmont Avenue are necessary to protect and, in some cases, recreate the pedestrian friendly urban business district and residential portions of Beechmont Avenue. Mt. Washington has always centered around Beechmont Avenue and more specifically the Neighborhood Business district around the intersection of Beechmont and Corbly. Over the last 15 years, many of the historic buildings in the northern half of our business district have been replaced with newer, auto oriented businesses. This has slowly decreased the walkability of this portion of the business district. In addition, the rapid development of Anderson Township during this time has also increased traffic



along Beechmont Avenue, decreasing the walkability of the residential portions of this road as well.

The issues of pedestrian walkability and traffic on Beechmont Avenue were recognized during the creation of the Mt. Washington Comprehensive Plan. The recommendations that resulted from this planning process included increasing the pedestrian aspects of the business district and maintaining and enhancing the quality of the residential uses along the Beechmont Corridor. The Mt. Washington Community Council requests your help in achieving these goals, specifically through the implementation of a traffic calming plan for Beechmont Avenue. Please feel free to contact us to discuss this further. Thank you for your consideration.

Sincerely,

The Mt. Washington Community Council



7583 Lakewater Drive
Cincinnati, Ohio 45242

Tel 513.300.4623
colerealtyassociates.com

September 9, 2008

Ms. Roxanne Qualls, Councilmember
City Of Cincinnati
801 Plum Street
Cincinnati, OH 45202-1979

Dear Ms. Qualls,

I am writing to you in support of your efforts to increase the on-street parking in Mt. Washington. As you know, we own a new strip-retail shopping center at 2300 Beechmont Avenue. We have been unable to attract any tenants to the center, and have requested a zone change from the current CC-P, which prohibits drive-thrus, to CC-M, which will allow us to petition to add a drive-thru to the north end of the building. We feel this is essential to attract an "anchor" tenant to the building. This request was approved by the Planning Commission last Friday.

I have spoken with our leasing brokers about the possibility of on-street parking in front of our building, and they felt this would definitely help them in their leasing efforts by making the building much more attractive to potential tenants. Not only would the traffic slow down in front of the property, but customers' convenience and access would be greatly improved.

We urge City Council and the other entities involved in allowing on-street parking in Mt. Washington to work together to make this a reality as soon as possible. Clearly we are anxious to lease our building, and to bring the desired services and jobs to the neighborhood. Our building has been vacant for some time now and has begun to attract vandalism.

We built this project to comply with the pedestrian oriented development that is an important part of the vision of the citizens of Mt. Washington as well as Cincinnati. We greatly appreciate the support of the City, of the Mt. Washington community and others as we work to ensure its success.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim S. Cole", is written over a circular stamp. The signature is fluid and cursive.

Jim S. Cole
Principal

cc: Jim Frank, MWCURC
Bryan Snyder, MW Community Council